

**U.S. ENVIRONMENTAL PROTECTION AGENCY
INITIAL POLLUTION REPORT**

DATE: December 11, 2003

SUBJECT: Dees Oil Co. Aviation Fuel Spill
Hwy. 82, Starkville, Oktibbeha County, Mississippi

FROM: Steve Spurlin, OSC
US-EPA Region 4

TO: S. Hitchcock, EPA
Don Rigger, EPA
Region 4, RRC
USCG
DEQ

I. BACKGROUND

FPN#	E04405
Site ID:	Z4FZ
PROJECT CEILING:	\$200,000.00
LEAD AGENCY:	EPA, Region 4, ERRB 61 Forsyth Street, SW Atlanta, Georgia 30303
NPL:	No
FUNDING:	OPA
LEAD OSC:	Steve Spurlin

II SITUATION

Date of Notification:	8 December 2003
Date Action Started:	8 December 2003
Pollutant:	Aviation 100 low lead fuel
Quantity Discharged:	Approximately 8700 gallons of fuel.
Source Identification:	Overtaken tanker truck

III ACTIONS TAKEN

On December 8, 2003 at approximately 2245 hours CST, the Mississippi Department of Environmental Quality (DEQ) contacted out posted OSC Spurlin regarding a report of a tanker truck wreck on Highway 82 near Starkville, Mississippi. DEQ had received notification from the Mississippi Emergency Management Agency, who had been contacted by the Mississippi Highway Patrol, about a truck wreck resulting in the release of aviation fuel. Initial reports estimated the quantity to be approximately 2400 gallons.

DEQ responded to the scene with state resources and did not request EPA assistance at that time. DEQ contacted OSC Spurlin again at approximately 0100 hours on December 9th, after arriving on-scene and determining that the tanker had spilled its entire load of approximately 8700 gallons. At this time, DEQ called the incident into the National Response Center (Report#707500), and requested EPA On-Scene Coordinator assistance on-scene.

OSC Spurlin arrived on-scene at 0830 CST on December 9th. DEQ briefed EPA on the incident status. At approximately 2000 hrs on December 8th, the driver of a Dees Oil company tanker truck lost control in a sharp curve of the highway 82 off-ramp. The tanker flipped, shearing all the tanker dome lids. Approximately 8700 gallons of aviation fuel was released onto the roadway and adjacent grassy median areas. The fuel saturated large areas of soils and flowed along the roadway drainage ditches into the surface waters of an unnamed tributary to Sand creek. Sand creek is a tributary to Catalpa creek. The tanker had been removed, and the DEQ contractor, US Environmental Services, was utilizing equipment and personnel to construct containment dams in the drainage ditches, conduct free product fuel collection, assist with determining extent of impacted area, and air sample for public and worker safety. No fish or aquatic life impacts were observed in the waterway.

Shortly after arrival, OSC Spurlin and DEQ met on-scene with Mr. Michael Dees of Dees Oil company. OSC Spurlin explained EPA's role and requirements to Mr. Dees. EPA informed Mr. Dees that his company is responsible for conducting a timely cleanup of the fuel. Mr. Dees indicated that he had never had a spill of this magnitude and did not know what to do to proceed. He was unsure if his insurance covered the cost of a pollution cleanup, and was unwilling at this time to enter into a contract with a cleanup contractor. Both EPA and DEQ explained to Mr. Dees that he needs to retain a cleanup contractor as soon as possible, and take lead for the cleanup the DEQ is currently undertaking. OSC Spurlin told Mr. Dees that as the responsible party, his company needs to report the incident to the NRC. Dees Oil reported the spill to the NRC (Report#707520) at 1001 hrs. on 12/9/03.

Mr. Dees was informed by EPA and DEQ that there may be State and EPA penalties related to the release. Mr. Dees was asked periodically during 12/9 if he had heard from his insurance company. He indicated he had made calls and was awaiting a response. At approximately, 1600 hrs, OSC Spurlin talked to a representative from Mr. Dees insurance carrier who indicated Mr. Dees was covered for the incident up to \$1million, and they were willing to take over the incident; however, the insurance carrier advised Mr. Dees not to enter into any contract until he arrives on-scene. The insurance rep did not arrive until the morning of 12/10; thereby, significantly delaying the response.

The DEQ continued utilizing their contractor under a EPA Pollution Removal Funding Authorization (PRFA) until an agreement was reached between the RP,

the RP's insurance rep, and DEQ contractor. The RP assumed the lead for the cleanup at 1700 hrs on 12/10.

The RP's contractor continues excavation and load out fuel saturated soils. Roadway drainage pipes were flushed of free product, and free product recovery operations have been substantially completed.

DEQ remains on-scene overseeing the RP's cleanup.

IV FUTURE ACTIONS

DEQ will continue to conduct oversight. OSC Spurlin will stay in communication with DEQ.

V ESTIMATED COSTS

EPA	\$1,000
DEQ/PRFA	\$95,000 (cleanup contractor)